

The China Mail.

Established February 1845.

No. 10,600

號三十月二年七十九百八千一英

HONGKONG, SATURDAY, FEBRUARY 13, 1897.

日二十月正年酉丁

Price, \$2.50 PER MONTH.

GOLD MEDALS, PARIS 1878, 1889
JOSEPH GILBERT'S
PILLS.
Of Highest Quality, & Having Greatest
Durability, are therefore
CRUCIAL.
The only Award, Chicago, 1893.
NUMBERS FOR USE BY J. GILBERT,
Sole Proprietor, 25, York Street,
Singapore, 321, 323, 325, 327, 329, 331, 333,
335, 337, 339, 341, 343, 345, 347, 349,
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Entertainments.

STILL TRIUMPHANT
WILLISON'S CIRCUS.

EVERY EVENING—MATINEE

TO-DAY at 4 p.m.

Doors open an hour earlier

SATURDAY, February 13th.

2—PERFORMANCES—2

at 4 p.m. and 9 p.m.

Next week the Great International

TUG OF WAR.

CASH PRIZES \$200

BERT WILLISON.

Hongkong, February 13, 1897. 287

THEATRE ROYAL.

CITY HALL.

THE HONGKONG AMATEUR
DRAMATIC CLUB.WILL GIVE PERFORMANCES OF
'Les Cloches de Corneville'

on the following dates:—

Saturday, 20th February, 1897.

Monday, 22nd February, 1897.

Wednesday, 24th February, 1897.

Saturday, 27th February, 1897.

Tuesday, 2nd March, 1897.

Doors open each Night at 8.30 p.m.

Performances at 9 p.m., precisely.

Pianos, \$5, \$2 and \$1.

Half-price to Soldiers, Sailors, and Police in uniform.

Late Trams will run 1 hour after the fall of the curtain.

The Booking Office at the Theatre Royal

will be open on and after

WEDNESDAY, 10th February.

From 10 a.m. to 4 p.m. daily.

E. W. MITCHELL,

Hon. Secretary.

Hongkong, February 12, 1897. 208

Intimations.

GOVERNMENT BILLS.

TENDERS FOR SPECIE, Mexican Dollars, current in this Colony, and weighing 7.17, in exchange for STERLING BILLS, drawn at 10 days sight on the

Lords Commissioners of His Majesty's Treasury, London, will be RECEIVED by the DISTRICT PAYMASTER, Army Pay Department, until 11 a.m., on TUESDAY, the 16th instant.

The Tenders to state the Total Amount required (in Pounds Sterling), and the Amount for which each Bill should be drawn, but no Bills will be issued for sums less than £100.

The Tenders to be in Duplicate, and in Sealed Covers, addressed to the District Paymaster, Army Pay Department, and endorsed "Tenders for Government Bills."

The right to accept or reject any or all of the Tenders is reserved.

P. S. DYSON,

Clerk, District Paymaster, China.

Her Majesty's Treasury Office, Queen's Road, Hongkong, 10th February, 1897. 303

INSURANCE HOLIDAYS.

HONGKONG RACES.

THE Undermentioned INSURANCE OFFICES will be CLOSED for the Transaction of Public Business, at 11.45 a.m., on WEDNESDAY, THURSDAY and FRIDAY, the 17th, 18th and 19th Instant, respectively.

JARDINE, MATHESON & Co., General Agents, Canton Insurance Office, Ltd.; General Managers, Hongkong Fire Insurance Co., Ltd.

K. J. EDE, Secretary, Union Insurance Society of Canton, Ltd.

L. KENNARD DAVIS, Acting Agent, North-China Insurance Co., Ltd.

W. H. RAY, Secretary, China Traders' Insurance Co., Ltd.

SHEWAN, TOMES & Co., Agents, Yangtze Insurance Association, Ltd.

GEORGE L. TOMLIN, Acting Secretary, China Fire Insurance Co., Ltd.

W. MACBEAN, Secretary, The Straits Insurance Co., Ltd.

Hongkong, February 12, 1897. 305

WANTED.

100 Men of all Nationalities to Compete in the

GRAND INTERNATIONAL TUG OF WAR.

CASH PRIZES \$200

Apply any Evening.

BERT WILLISON, Great World Circus.

Hongkong, February 10, 1897. 283

Intimations.

COMPAGNIE DES MESSAGERIES MARITIMES.

THE COMPANY'S STEAMERS hitherto calling at BOMBAY on their way Home will CEASE calling there until further Notice.

G. DE CHAMPEAUX, Agent.

Hongkong, February 10, 1897. 284

To-day's Advertisements.

BANK HOLIDAYS.

THE Undermentioned BANKS will be CLOSED for the Transaction of Public Business, at 11.45 a.m., on WEDNESDAY, THURSDAY and FRIDAY, the 17th, 18th and 19th Instant, respectively.

For the Chartered Bank of India, Australia and China, T. H. WHITEHEAD, Manager, Hongkong.

For the Hongkong and Shanghai Banking Corporation, T. JACKSON, Chief Manager.

For the National Bank of China, Limited, GEO. W. F. PLAYFAIR, Chief Manager.

For the Mercantile Bank of India, Limited, JOHN THURBURN, Manager, Hongkong.

For the Banque de l'Indo-Chine, Hongkong Agency, F. AUGUSTIN, Manager.

For the Bank of China and Japan, Ltd., Hongkong, CHANTREY INCHBALD, Manager.

For the Yokohama Specie Bank, Ltd., NAO. KANEKURA, Agent.

Hongkong, February 13, 1897. 314

AUCTION.

PRELIMINARY NOTICE.

THE Undermentioned have received instructions to Sell by Public Auction, on

TUESDAY, the 23rd February, 1897, at 3 p.m. Opposite the City Hall.

One rejected SUBSCRIPTION GRIFFIN and upwards of FIFTY POUNDS.

Suitable for Racing, Polo, &c. Selections from the Large Stables.

Further entries received until Noon on day of Sale.

HUGHES & HOUGH, Auctioneers.

Hongkong, February 13, 1897. 324

NORDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

THE above-named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Treasure and Valuables, are being landed and stored at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD., Kowloon, whence delivery may be obtained.

OPTIONAL CARGO will go on to Shanghai unless notice to the contrary be given before

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 20th Inst. will be subject to rent.

All broken, damaged, and damaged Goods are to be left in the Godowns, where they will be re-exported on WEDNESDAY, the 17th Instant, at 3 p.m.

All Claims must reach us before the 20th Instant, or they will not be recognized.

No Fire Insurance is to be taken on Goods of Lading will be countermanded by

MELCHERS & Co., Agents.

Hongkong, February 13, 1897. 221

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER BOMBAY.

FROM BOMBAY AND STRAITS.

CONSIGNEES of Cargo by the above-named Steamer are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 19th Instant, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here after which no Claims will be recognized.

B. A. RITCHIE, Superintendent.

Hongkong, February 13, 1897. 315

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship Lightning having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. of the 16th Instant, will be landed at Consignees' risk and expense into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, at Wanchai.

Consignees of Cargo from SINGAPORE and PENANG are requested to take immediate delivery of their Goods from alongside, and any Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countermanded by

DAVID SASSON, SONS & Co., Agents.

Hongkong, February 13, 1897. 310

FROM SEATTLE, WASHINGTON, VIA YOKOHAMA AND KOBE.

THE Company's Steamship Sakura Maru, having arrived from above Ports consignees of cargo are requested to take immediate delivery of their goods on ship or from alongside. Any cargo impeding the discharge of the vessel will be landed and stored at consignees' risk and expense.

Bills of Lading will be countermanded by the

NIPPON YUSEN KAISHA, Agents.

Hongkong, February 13, 1897. 320

To-day's Advertisements.

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the Half-Year ending 31st December last, at the Rate of One Penny and Five Farthings per Share of \$125, is PAYABLE on and after MONDAY, the 15th February current, at the OFFICE of the Corporation, where SHAREHOLDERS are requested to apply for WARRANTS. By Order of the Court of Directors,

T. JACKSON, Chief Manager.

Hongkong, February 13, 1897. 328

HONGKONG JOCKEY CLUB.

RACE MEETING, 1897.

WEDNESDAY, THURSDAY, AND FRIDAY, the 17th, 18th, and 19th February.

TICKETS of ADMISSION to the GRAND STAND and ENCLOSURE may be obtained from Messrs KELLY & WALSH, Ltd. Price \$5 for the Morning, and \$10 for the Day. Tickets for the Day may be purchased at the Gate; Price \$2 each.

No one admitted without a Ticket, to be shown to the Ticket Inspector at the Gate.

T. F. HOUGH, Clerk of the Course.

Hongkong, February 13, 1897. 326

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of the presence of the LADIES at the GRAND STAND and ENCLOSURE during the Races on the 17th, 18th, and 19th inst.

T. F. HOUGH, Clerk of the Course.

Hongkong, February 13, 1897. 327

KELLY & WALSH, LTD.

FOR THE RACES.

SWEET CAPSULES—Boxes of 500.

THREE CASTLES—Boxes of 50.

BRISOLLE'S EYE—Boxes of 50.

CAPTAIN NUT CUT—Boxes of 50.

TOBACCOS.

PIONEER BRAND—1 lb. Tins.

CAPTAIN NUT CUT—Mild, Medium or Full Strength—1 lb. Tins.

WILLS' BRISOLLE'S EYE—1 and 1/2 lb. Tins.

WILLS' THREE CASTLES—1 and 1/2 lb. Tins.

WILLS' CAPTAIN NUT CUT—1 and 1/2 lb. Tins.

CIGARS.

A well Selected Assortment of the Choicest Brands of Manila CIGARS.

KELLY & WALSH, LIMITED.

Hongkong, February 13, 1897. 317

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed SAILINGS from HONGKONG.

City of Rio Janeiro (via Shanghai, Kobe, Inland Sea, Yokohama & Honolulu) TUESDAY, March 2, at noon.

City of Peking (via Shanghai, Kobe, Inland Sea, Yokohama & Honolulu) TUESDAY, March 23, at noon.

China (via Shanghai, Kobe, Inland Sea, Yokohama & Honolulu) TUESDAY, April 13, at noon.

THE U. S. MAILS, S. CITY OF RIO DE JANEIRO will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 2nd March, at noon, taking Passengers and Freight to Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through and Round Tickets granted to Europe, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS, also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomats, and Civil Services, to European officials in service of China, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Remedios, and Deminguez, and to points in Mexico, Central and South America, by the Company's direct connecting Steamers.

Freight will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full, value of goods required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office at 15, Broad Street, and be affixed to the Bill of Lading of Consignees at San Francisco.

For further information as to Passengers and Freight, apply to the Agency of the Company, No. 1, Praya Street.

J. H. VAN BUREN, Agent.

Hongkong, February 13, 1897. 320

To-day's Advertisements.

NOTICE.

NOTICE is hereby given that on the 9th Inst., many VALUABLES were STOLEN from the safe of the HONGKONG AND SHANGHAI BANKING CORPORATION. Amongst the Stolen Valuable there was a LEATHER FILLOW, containing 3 CHINESE GOVERNMENT BONDS, Nos. 8242, 8243 and 10,375, standing in the name of TO KAM TONG (陶榮堂). These have been reported to the LOCAL AUTHORITIES and the COMMISSIONERS OF CUSTOMS. A New Scrip BOND of each Number will be issued to the said TO KAM TONG to replace the Stolen Scrip.

TO KAM TONG (陶榮堂), Canton.

Hongkong, February 13, 1897. 330

NORDEUTSCHER LLOYD.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.

(Passing through the INLAND SEA).

The Co.'s Steamship Hohenzollern, Capt. H. BUECKNER, will leave for the above Ports TO-MORROW, SATURDAY, at Daylight.

MELCHERS & Co., Agents.

Hongkong, February 13, 1897. 270

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

The Co.'s Steamship Primrose, Capt. JACKSON, will be despatched as above TO-MORROW, the 14th February, at Daylight, instead of as previously advertised.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, February 13, 1897. 210

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

The Co.'s Steamship Thales, Capt. JACKSON, will be despatched for the above Ports on TUESDAY, the 16th Instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers.

Hongkong, February 13, 1897. 319

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship Captain J. G. SPENCE, will be despatched for the above Ports on SATURDAY, the 20th Inst., at 8 p.m.

For Freight or Passage, apply to DAVID SASSON, SONS & Co., Agents.

Hongkong, February 13, 1897. 319

FOR NEW YORK VIA SUEZ CANAL.

The Steamship Thales, Capt. JACKSON, will be despatched for the above Ports on or about THURSDAY, the 25th February, 1897.

S. S. Strathmore, to sail about 7th March, 1897.

S. S. Mandoff, to sail about 22nd March, 1897.

For Freight or Passage, apply to DODWELL, CARILL & Co., Agents.

Hongkong, February 13, 1897. 318

NIPPON YUSEN KAISHA.

TRANS-PACIFIC LINE.

MONTHLY SERVICE.

FOR SEATTLE, WASHINGTON, VIA MOI, KOBE, YOKOHAMA AND HONOLULU.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the UNITED STATES, CANADA, and EUROPE, in connection with the Great Northern Railway and Atlantic Steamers.

The Co.'s Steamship Sakura Maru, Capt. BAEZ, will be despatched for the above Ports on THURSDAY, the 18th Instant, at Noon.

Consular Invoices of Goods for United States Ports must be in Quadruplicate, and one Copy should be mailed to the care of the Freight Agent, Great Northern Railway, Seattle, Wash., by the same steamer.

For further particulars as to Freight or Passage apply to

NIPPON YUSEN KAISHA.

Hongkong, February 13, 1897. 322

SHIPPING.

ARRIVALS.

February 13.

Prussia, German steamer, 5,295, P. Watin, Bremen Jan. 21, and Singapore Feb. 7, Mails and General.—Messagers & Co.

Lightning, British steamer, 2,154, J. G. Spence, Calcutta Jan. 28, and Singapore Feb. 8, General.—DAVID, SASSON SONS & Co.

Kwang Lee, Chinese steamer, 1,505, R. Lincoln, Shanghai Feb. 10, General.—O. M. H. N. Co.

Banyan, British steamer, 2,047, G. H. O. Weston, Bombay Jan. 24, and Singapore Feb. 6, General.—P. & O. S. N. Co.

Adour, French steamer, 2,124, R. Davis, Shanghai Feb. 10, General.—Messagers & Co.

Prima, British steamer, 1,602, O. Jackson, Shanghai Feb. 10, General.—Butterfield & Swire.

Sakura Maru, Japanese steamer, 1,830, Wm. Brady, Kobe Feb. 8, General.—Nippon Yusen Kaisha.

Coptic, British steamer, 2,774, Sealy, San Francisco Jan. 17, and Shanghai Feb. 11, Mails and General.—O. & O. S. S. Co.

February 13.—

Fero, to San Francisco.

Fero, to Hongkong.

Loyal, to Kobe.

Tyo Maru, to Saigon.

Nanhai, to Bangkok.

Jacob Dietrich, for Hellow.

Toson, for Singapore and Hamburg.

Toson, for Hongkong.

Anyang, for Shanghai.

Machon, for Bangkok.

Strathay, for Singapore and London.

Port Adelaide, for Singapore and New York.

Port Adelaide, for Singapore.

Adour, for Saigon.

Kwang Lee, for Canton.

CLEARED.

Fannie Schofield, for Shanghai.

Zafiro, for Manila.


Independent, for Saigon.

Hygia, for Taiwan.

Prussia, for Singapore and London.

Mails

ROYAL MAIL STEAMSHIP LINE.

1897.  1897.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
SAFETY—SPEED—PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONOLULU.

EMPRESS OF INDIA.....Cmdr. O. P. MARSHALL, R.N.R. WEDNESDAY, 17th Feb./97.
EMPRESS OF JAPAN.....Cmdr. H. PYBUS, R.N.R. WEDNESDAY, 17th Mar./97.
EMPRESS OF CHINA.....Cmdr. R. ANCHUTAL, R.N.R. WEDNESDAY, 7th April/97.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THIS PORT TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to Emigrant Officials in the Service of

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months £100.

The attractive features of this Company's route, embrace its—PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

operation by the Company, and their appointments and Cuisine are unexcelled.
 For further information, Maps, Guide Books, Rates of Passage, etc., apply to
D. E. BROWN, General Agent,
PRINCE STREET,

TOKIO MARINE INSURANCE CO., LTD.
 MELI FIRE INSURANCE CO., LTD.
 IMPERIAL GOVT. PAPER MILL, Japan.
 GOSSEN CLEANING & WEG. Co. Shanghai

KANESATURI COTTON SPINNING MILLS, "
MIKE COTTON SPINNING MILLS, LTD., "
TOKIO COTTON SPINNING MILLS, "
TOKYO COTTON SPINNING MILLS, "
HONGKONG, December 11, 1890. 1573

Thousands of customers are the customers of
APPROVED REGISTERED HAWAIIAN BAZAR,
with fully warranted interchangeable pattern, without
any more regular printing, and with
with unbounded enthusiasm of their capacities, and
for those with the most beautiful and most
skins are unsuitable in any way that
"84, Commercial Road, Peking, July 12.

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A DOCTOR'S TESTIMONY.

A DOCTOR'S TESTIMONY.

A DOCTOR'S TESTIMONY.

"I have, indeed, great pleasure in adding my testimony to your excellent preparation of *Cough Lozenges*, and I have prescribed it now for the last eight years in my medical office and practice, and found it of great benefit. I often suffer from Chronic Pharyngitis; your Lozenge is the only remedy which ever has benefited me. Therefore I certainly and most strongly recommend your Lozenge to all who are afflicted with Croup, Catarrhs of the Throat, Hoarseness, from Croup, Bronchitis, Whooping Cough, or any kind of Pulmonary Infection.—Yours truly,"

J. A. GABRIEL, M.D., of New York, and
of Philadelphia.
I.R.G.S. and N.E.M. Birmingham,
England.

USE KEATING'S LOZENGES.

USE KEATING'S LOZENGES.

USE KEATING'S LOZENGES.

It's a Far Cry

FROM FOREIGN LANDS TO

Chicago, U. S. A.

But no matter where you live, we are anxious to do business with you in Clothing, Shoes, Dry Goods, Sewing Machines, Stoves, Ranges, Harness, Saddles, Hardware, Tools, Guns, Revolvers, Ammunition, Bicycles, Agricultural Implements, Vehicles of all kinds, Furniture, Boots and shoes, etc. We handle every department goods—*no-trick*.

"It is 75 YEARS AGO" since KEATING'S COUGH LOZENGES were first made, and the sale is larger than ever, because they are unrivalled in the relief and cure of Winter Cough, Asthma, and Bronchitis: one alone gives relief.

UTTERLY UNRIVALED.
UTTERLY UNRIVALED.
 Keating's Cough Lessons, the unrivalled remedy for
 COUGHS, HOARSENESS, and BRONCHITIS TROUBLES
 are sold in Section by all Chemists.

Rowland's

Montgomery Ward & Co.
 111 to 119 Michigan Ave. Chicago, U.S.A.

CHAS. J. GAUFER & Co.
 107 West 4th St. New York

Macassar
Oil

In the best preserver and beautifier of the hair of children and adults; prevents it falling out or turning grey, enables the hair to grow and is the best preserver and a little goes a very long way; it really is most agreeable for general use; is sold in a golden colour for fair-haired ladies and children; it contains no lead, mercury or other injurious ingredients, and as it has a most delightful perfume, it is the most luxurious dressing for the hair.

ROWLANDS' KALYDOR.
A soothing, healing and emollient milk for the face and hands, and is most cooling and refreshing to the skin in hot climates; it removes

of the skin, pimples, cutaneous eruptions, etc., soother and heals promptly heat, stings of insects, scorpions, burns, and all cutaneous irruptions upon application. It is also a powerful and efficient skin deodorant, and restores the complexion to a healthy and lovely delicate complexion; it is warranted harmless, and free from any lead or poisonous ingredients.

Bottles, 2s. 3d. and 6d.

ROWLANDS' ODONTO

In a pure, fragrant, non-gritty tooth powder, and guaranteed free from all sorts of deleterious ingredients, which are the cause of many of our dentists' failures to preserve the enamel, it is utterly superior.

DENTIST.
AT
52 QUEEN'S ROAD CENTRAL.
CHADWICK KEW.
(LATE OF FOOTE & NOBLE.)
Hongkong, December 19, 1896. 259

SERRAVALLO'S
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Intimations:

(Times' Special Correspondent.)
 III.—SOME ASPECTS OF TREATY REVISION
 WITH CHINA.
 Shanghai Oct. 24

The most simple and satisfactory compromise which the Chinese Government could give would undoubtedly be to transfer the collection of *liks* to the administration of the Imperial Maritime Customs, or at least to place it under the latter's control and supervision. The immediate and enormous increase of revenue which it would derive from placing the *liks* service in Hongkong would amply handsomely enable the Government to ease such a rigorous compensation as the provincial treasuries might be entitled to. If it could only be induced at this juncture to amalgamate the native customs at the non-treaty ports and customs-ports, trade with the Interior

Maritime Customs, and intrust the latter with the collection of the whole revenue derived from trade, the central Government would soon find itself relieved from all financial anxieties. It is estimated that the foreign trade of China represents only one tithe of the native trade. Yet, although the native merchant is on the

ever eager to purchase for his goods whenever he gets a chance the benefit of a foreigner's protection, and it may therefore, be safely assumed that the interests of native trade are considerably heavier than those even now loved and cherished in foreign trade, the total revenue which China derives from native trade in the customs, *likin*, &c., hardly amounts to 15,000,000 taels, whilst the heavily taxed foreign trade, in volume to

less, yields a revenue of 20,000,000 taels. The difference can be accounted for solely by the contrast between the businesslike ability and integrity which distinguish the Imperial Maritime Customs on the one hand, and the rascality and incompetence which prevail throughout all ranks of the native administration on the other.

the development to which it proper inspires, the country must be opened not only to foreign goods but also to foreign merchants. The Alcock Convention contained in this respect two important provisions, of which unfortunately the value was to a great extent destroyed by the limitations accompanying them. The Convention purported to give foreigners the right

navigation over all the waterways of China, but restricted it to navigation in vessels of a Chinese type propelled by oars or sails, whereas what is really wanted is to open up the whole of China to steam navigation wherever it may be profitably introduced. The other purported to give foreigners the right to rent premises for their wharves in the interior for the purpose of transshipping goods.

short period in the interior for the purpose of storing their goods, but forbade the exhibition of their *hong* or business name and precluded any interference on the part with the taxation of their native lords by the local authorities. In view of the merciless persecution of natives who attempt to sell land to foreigners in the interior, even when the latter have received

authority to purchase, it was obvious that any such restriction as that above referred to was calculated merely to enable local mandarins to defeat the treaty provision by putting the screw on any native landlord who ventured to let his premises to a foreigner. The Treaty of Simonseski, however, seems to have definitely disposed of this question, as Article

Y.L. provides that 'Japanese subjects purchasing goods or produce in the interior of China, or transporting imported merchandise into the interior of China, shall have the right temporarily to rent or hire warehouses for the storage of the articles purchased or transported without the payment of any taxes or exactions whatever, and under the most favoured nation treatment'.

Another point of great importance which has been brought prominently forward by the Treaty of Shimonoseki, is that of the fiscal treatment of local manufactures owned by foreigners in China. Article VI. of that treaty stipulates not only

that 'Japanese subjects shall be free to engage in all kinds of manufacturing industry in all the open cities, towns, and ports of China,' but also that 'all articles manufactured shall in respect of inland transit and internal taxes, duties, charges, and exactions of all kinds, and also in respect of warehousing and storage facilities in the interior, stand upon the same

looting and enjoy the same privileges and exemptions as merchandise imported by Japanese subjects into China. Under the assurance conveyed by the provisions foreign capital and foreign enterprise have already embarked in Japanese industrial undertakings, chiefly cotton mills and silk filatures in the neighborhood of Shanghai. It is to be hoped

not petty jealousy on the part of British manufacturers will militate against performance by the British Government its duty towards the important British interests already concerned in these undertakings. But there is evidently a strong suspicion here that the influence of Lancashire will be powerfully exerted against

them. If this should be the case, the members of the Blackburn Chamber of Commerce, who have come out to study the commercial situation in China on the spot, may do good service by enlightening their friends at home. With regard to the cotton mills, it safely may be said that they will compete, if at all, rather with Bombay than with Lancashire.

shire. The Chinese market is anyhow ready lost to Lancashire as far as the low grade yarns are concerned, and those probably the only yarn which Shanghai will turn out for a long time to come. It may also be noted that the Japanese, who have also to consider the interests of their own industries at home, have found little

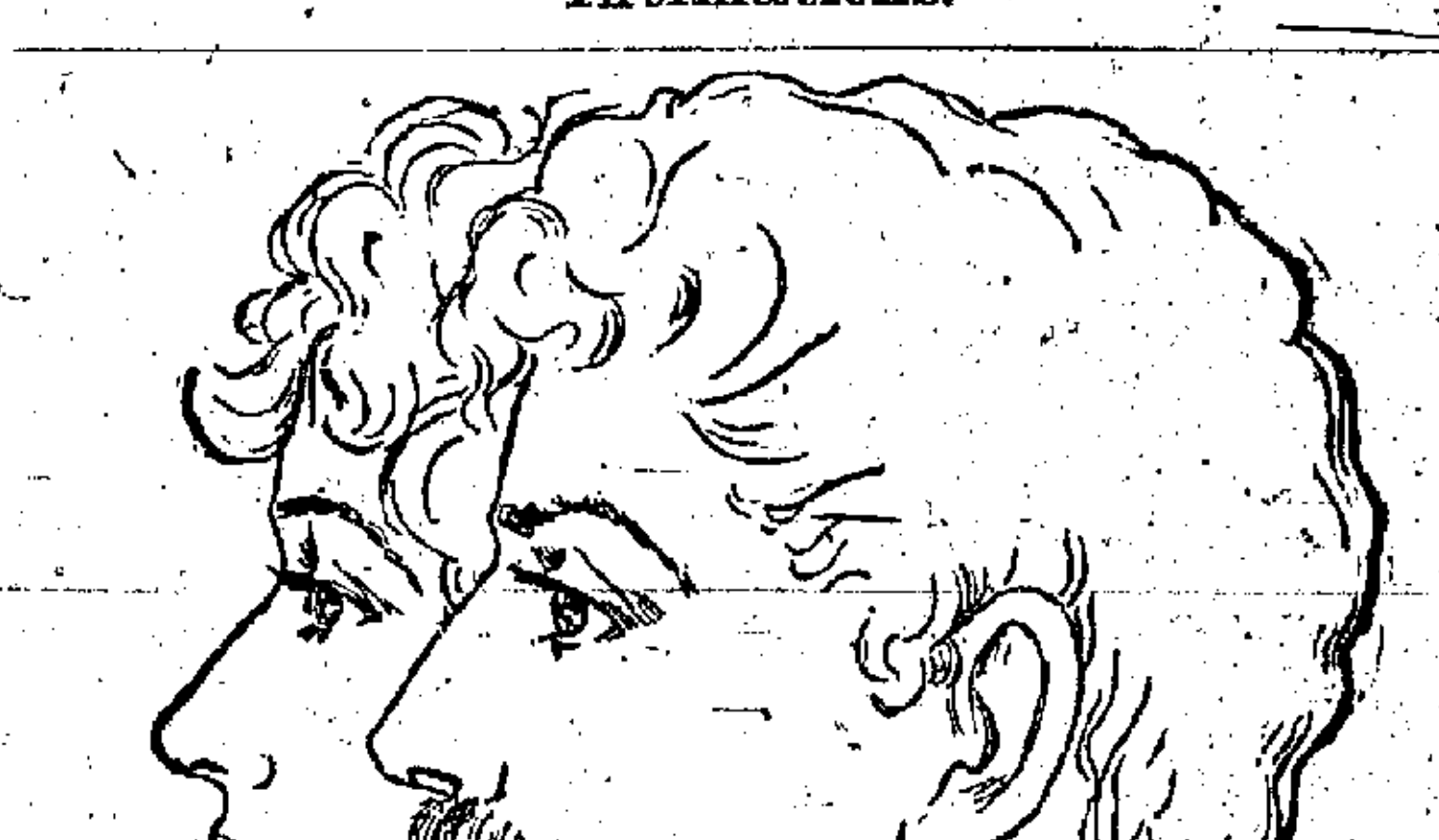
difficulty in reconciling them with a due regard for similar industries which Japanese enterprise is engaged in developing in China. Moreover, the local industries Shanghai are bound to make headway, come what may, and as has been the case already in Japan, so in China, a loss which may arise to individual branches of foreign industry will be amply compensated.

peted for by the stimulus which increases prosperity invariably gives to foreign trade a phosis. The only question, therefore, is whether British capital, invested in local industries, shall be placed in a position to hold its own against native capital as well as other foreign capital—Japanese, German, &c.—to which adequate protection will certainly not be refused. All the

British subjects interested in these undertakings demand it that they be recognized by the Chinese Government to justify the claims. The Chinese Government to justify the claims in the memorial recently addressed to the Throne by the Tung-i-Kuan, seems to consider that it is free to deal as proper with the taxation of these local industries, and, apart from such taxes,

It may vary, openly on the output of the food factories, there are indications that these firms officials, according to press from Asia, are ready to vie with the central Government in laying out new, again transactions on the raw materials. This opens up a very serious prospect: the native officials, who are intimately connected with the local industries, are

under Chinese auspices, would certainly be able to secure for themselves immunity from such taxation, which would argue



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CONTENTS:

[illegible]

<i>Vessel's Name.</i>	<i>Tonnage.</i>	<i>Captain.</i>	<i>Flag and Reg.</i>	<i>Tons net.</i>	<i>Date of Arrival.</i>	<i>Consignees & Agents.</i>	<i>Destination.</i>	<i>Remarks.</i>
Seamen.								
Albion.....	5 c	Witt	Ger.	str.	1193 Feb.	G Wieler & Co.		
Aldmore.....	5 c	Watson	Brit.	str.	1497 Jan.	2 S. Shewan, Tomes & Co		K'loon Dock
Amoy.....	5 c	Wulf	Ger.	str.	603 Jan.	30 Order		K'loon Dock
Batavia.....	5 c	Hinder	Brit.	str.	2905 Jan.	28 O. & O S. N. Co.		
Bombay.....	5 k	Boutillier	Brit.	str.	1936 Feb.	2 Gibbs, Livingston & Co.		
Bombay.....	5 k	Weston	Brit.	str.	2047 Feb.	13 P. & O. S. N. Co.	Kebu	15th inst.
Clara.....	5 c	Cleland	Ger.	str.	675 Feb.	13 Jeteren & Co.		
Chow Pa.....	2 h	Williamson	Brit.	str.	1665 Feb.	8 Sun Fat Hong	Bangkok	To-morrow
Cosmopolis.....	5 b	Fells	Ger.	str.	592 Jan.	30 Wieler & Co.		K'loon Dock
Empress of India.....	5 b	Marshall	Brit.	str.	1033 Jan.	26 O. P. R. Co.	Vancouver, B.C.	17th inst.
Hohenrollern.....	5 c	Harrasowitz	Ger.	str.	2639 Feb.	1 Melchers & Co.	Yokohama	To-morrow
Independent.....	5 c	Ahrenkist	Ger.	str.	61 Jan.	22 Wieler & Co.		K'loon Dock
Jacob Christensen.....	3 c	Hansen	Norw.	str.	1688 Jan.	21 Melchers & Co.		
Kwang Lee.....	3 h	Linhohn	Chi.	str.	1505 Feb.	13 David, Sassoon Sons & Co.	S'pore & Calcutta	20th inst.
Lightning.....	3 k	Spence	Brit.	str.	2124 Feb.	18 Melchers & Co.		
Mamouthahira.....	5 b	Evans	Brit.	str.	1871 Feb.	6 Shewan, Tomes & Co.		
Namee.....	5 b	Hall	Brit.	str.	862 Feb.	12 Douglas Steamship Co.		
Nandabag.....	5 c	Finlayson	Brit.	str.	1600 Decr.	17 Butterfield & Swire	Cea'tin Doc	To-day
Onsang.....	5 c	Young	Brit.	str.	1767 Feb.	2 Jardine, Matheson & Co.	Sourabaya	To-day
Praeger.....	5 k	Watin	Ger.	str.	5238 Feb.	13 Melchers & Co.	Singapore	To-morrow
Prism.....	5 c	Jackson	Brit.	str.	1602 Feb.	13 Butterfield & Swire		To morrow
Propontia.....	5 c	Eerrard	Brit.	str.	1399 Dec.	4 Chinese		
Sabine Dickmers.....	5 c	Sanders	Ger.	str.	608 Jan.	25 Arnhold, Karberg & Co.		
Sakura Maru.....	5 c	Brady	Japan.	str.	1830 Feb.	13 Nippon Yusen Kaisha		
Strathay.....	5 k	H Konzie	Brit.	str.	2676 Feb.	10 Nippon Yusen Kaisha	Singapore	To-day
Taiyuan.....	5 k	Nelson	Brit.	str.	1463 Jan.	21 Butterfield & Swire		To-day
Tanand.....	2 k	Danniger	Norw.	str.	720 Feb.	2 Wieler & Co.		K'loon Dock
Tataroff.....	5 c	Oermesen	Ger.	str.	1812 Feb.	7 Siemens & Co.		
Zedro.....	5 c	Okuban	Brit.	str.	675 Jan.	20 Shewan, Tomes & Co.,	Manila	To-day
Sailing Vessels.								
Bylgie.....	2 k	Manzelsdauff	Ger.	tgc.	333 Feb.	4 Chinese		
Coloma.....	2 k	Noyce	Amr.	bge.	814 Jan.	17 Captain		K'loon Dock
Eurydice.....	2 k	H Knox	Brit.	sch.	1116 Feb.	4 Captain		
Ennis Skiffeld.....	2 k	Yatch	Brit.	sb.	1026 Feb.	6 Master		
Fred F. Litchfield.....	2 k	Hardy	Amst.	bge.	91 Nov.	20 Order		
Galvaton.....	3 c	Petersen	Ger.	bge.	660 Dec.	23 Wieler & Co.		
John R. Kelley.....	2 c	Uhapmas	Amor.	sch.	2355 Jan.	23 Standard Oil Co.		
Queen Victoria.....	2 k	Legue	Brit.	sch.	1567 Feb.	4 Captain		
Rickman Rickmers.....	3 k	Ahors	Ger.	sch.	1914 Feb.	3 Captain		
Santa Cruz.....	2 k	O'Keefe	Amer.	sch.	120 Jan.	3 Captain		
Sumbuwa.....	5 k	Robberg	Brit.	bge.	1065 Dec.	27 Shewan, Tomes & Co.		
Torradao.....	3 k	Bachanan	Br. am.	bch.	2184 Feb.	6 Standard Oil Co.		
West York.....	5 k	Bachanan	Brit.	bge.	688 Oct.	18 Order		

Her Britannic Majesty's Ships on the China Station

Name.	Rig.	Tons.	Guns.	I.H.P.	Captain.	Where at.
<i>Æolus</i>	twin-screw cruiser 2nd class	8600	21	9000	Captain Robert L. Croome	Hongkong
<i>Alcidity</i>	deep-seat-vessel	1740	12	3000	Commander P. G. De Lisle	Yokohama
<i>Archer</i>	cruiser 3rd class	1770	10	3600	Commander E. Kingham	Yokohama
<i>Centurion*</i>	twin-screw battle ship	10,650	41	13,000	Captain Spencer H. Legin	Hongkong
<i>Daphne</i>	sloop	1119	6	2000	Commander MacArthur	Manila
<i>Eak</i>	g.-t. 3rd class coast-defence	343	9	200	Lt.-Com. H. F. Barton	Ichang
<i>Firebrand</i>	gunboat 2nd class	465	6	300	Lieut.-Com. Vernon Maud	Hongkong
<i>Grafton</i>	twin-screw cruiser, 1st class	7350	36	12,000	Captain K. P. Jones	Hongkong
<i>Handy</i>	torpedo boat destroyer	280	6	4000	Lieut. A. Gillespie	Hongkong
<i>Hart</i>	torpedo boat destroyer	290	6	4000	Lieut. H. F. Shakespear	Hongkong
<i>Humber</i>	storeship	1610	0	0	Lieut. C. W. Velez	Hongkong
<i>Imperialist</i>	armoured cruiser, 1st class	5690	34	8600	Captain Edward Chibester	Hongkong
<i>Lionet</i>	gun-vessel 2nd class	756	8	870	Commander R. O. Sparkes	Tientsin
<i>Narcissus</i>	armoured cruiser, 1st class	6800	34	8600	Commander MacAlpine	Nagasaki
<i>Peacock</i>	gunboat 1st class	740	10	1200	Lieut. P. S. St. John	Nagasaki
<i>Pigma</i>	gunboat 1st class	710	10	1200	Lieut. Donner	Hongkong
<i>Plutus</i>	cruiser 2nd class	3800	21	9000	Capt. A. C. Curry	Singapore
<i>Player</i>	gunboat 1st class	765	10	1200	Lieut. Spencer V. Y. de Horsey	Shanghai
<i>Porpoise</i>	cruiser 3rd class	1270	16	3500	Commander P. Felly	Hongkong
<i>Rainbow</i>	cruiser 2nd class	3800	21	9000	Captain Wm. O. O. Forsyth	Singapore
<i>Rattler</i>	gunboat 1st class	716	70	1200	Lt.-Com. Hon. G. A. Harding	Hongkong
<i>Redpole</i>	gunboat 1st class	806	10	1200	Lieut.-Com. E. H. Gratton	Hankow
<i>Spartan</i>	twin-screw cruiser 2nd class	3800	21	9000	Captain Alfred L. Winsloe	Hongkong
<i>Swift</i>	gun-vessel 2nd class	795	5	870	Act.-Com. Youel	Manila
<i>Tamar</i>	ext-transport	2047	5	2000	—	Hongkong
<i>Tweed</i>	g.-t. 3rd class coast-defence	333	9	200	—	Hongkong
<i>Unicorn</i>	armoured cruiser	6080	34	8600	Captain John S. Hallifax	Nagasaki
<i>Victor Emanuel</i>	rescueing ship	5167	14	—	Commander S. Holland	Hongkong
<i>Wiven</i>	coast-defence ship, arm.	2760	12	—	—	Hongkong

Foreign Men-of-war on the China and Japan Station

<i>Name.</i>	<i>Flag and Rig.</i>	<i>Tons.</i>	<i>Guns.</i>	<i>H.P.</i>	<i>Captain.</i>	<i>Where at.</i>
Admiral Korakleff	Russian cruiser	1610	32	8000	Captain Molas	Hongkong
Admiral Nakhlaeff	Russian cruiser	1781	32	8600	Captain K. K. Herzhinskii	Nagasaki
Africa	Portuguese transport	1948	—	—	Capt. Antonio Sergio de Sousa	Macao
Alcega	Russian gunboat	810	2	750	Captain V. Vengod	Vladivostok
Alger	French cruiser	4000	30	8000	Captain Boutet	Shanghai
Arctos	German cruiser	2300	19	2400	Captain Becker	Hongkong
Aspic	French gunboat	415	4	450	Commander M. J. J. J.	Bangkok
Bayard	French flag ship	6010	28	4400	Commander Fortin	Saigon
Bengo	Portuguese gunboat	482	5	400	Capt. A. T. De Costa e Silva	Hongkong
Bertha	Russian sloop	960	13	1150	Captain Molodtsov	Shanghai
Boston	U. S. cruiser	3600	8	3300	Captain E. Wildes	Chemungo
Castilla	Spanish cruiser	3230	22	4400	Capt. Enrique Sanlula	Manila
Comete	French gunboat	495	4	500	Capt. Simon	Manila
Corcoran	German cruiser	1640	—	—	Capt. Brunsen	Hongkong
Detroit	U. S. cruiser	2200	16	6400	Capt. Reiter	Hongkong
Dimna Donskoi	Russian cruiser	6050	16	7000	Capt. Witthoff	Yokohama
Don Juan de Ulla	Spanish cruiser	1200	4	1200	Capt. B. B. B.	Manila
Don Juan de Austria	Spanish cruiser	1130	14	1800	Commander B. P. de Bonares	Manila
Galathea	Russian gunboat	500	9	8500	Capt. S. S. S.	Nagasaki
General Alava	Spanish gun- vessel	1200	—	—	Capt. N. N. N.	Manila
Grenlatshy	Russian gunboat	1400	17	1350	Capt. B. B. B.	Nagasaki
Irene	German cruiser	4400	22	8000	Commander du Bois	Hongkong
Italy	French cruiser	480	22	8500	Captain Elliot	Tourant
Japan	German flag ship	1977	16	780	Capt. B. B. B.	Hongkong
Konigin Wilhelmina	Netherlands cruiser	1865	9	2150	Capt. W. J. Dierx	Amoy
Korenia	Russian sloop	1265	9	1150	Capt. Lindstrom	Yokohama
Korcoran	German cruiser	1640	8	2800	Commander Brinkmann	Shanghai
Kreuzer	Russian sloop	1330	13	1200	Capt. Beklemishev	Nagasaki
Lion	French gunboat	550	6	500	Lieutenant Gaudet	Saigon
Machias	U. S. cruiser	1850	16	1600	Commander Mackintosh	Bangkok
Machias	Portuguese transport	1087	6	1000	Captain Vin g.	Manila
Manassah	Russian sloop	1370	6	1400	Commander Andrun	Nagasaki
Memphis	U. S. sloop	1870	6	850	Com. Beisweger	Tientsin
Olympia	U. S. flag ship	8500	14	18,500	Captain J. J. Root	Hongkong
Olympia	Russian gunboat	1480	12	2000	Captain Radloff	Shanghai
Panama Anova	Russian cruiser	6060	33	8000	Captain V. V. V.	Nagasaki
Panama	Austrian cruiser	1800	10	—	Commander Koppel	Manila
Panama	French gunboat	545	6	420	Lieut. C. L. L.	Saigon
Prinzess Wilhelme	German cruiser	4400	22	8000	Capt. B. B. B.	Hongkong
Reina Cristina	Spanish cruiser	8060	19	4900	Comdr. Gen. W. W.	Manila
Riva	Russian flag ship	11,500	48	18,500	Comdr. Rodionoff	Hongkong
Riviera	Russian gunboat	—	—	—	Captain Baranoff	Vladivostok
Riviera	Russian cruiser	660	19	1250	Captain Aström	Vladivostok
Siberia	French gunboat	480	4	425	Comdr. J. J. J.	Bangkok
Siberia	Russian gunboat	550	9	8500	Capt. Urya	Nagasaki
Siberia	U. S. cruiser	1900	16	1600	Commander Strothen	Nagasaki
Siberia	Russian cruiser	1350	13	1470	Commander Vandenhoff	Hongkong

